

FEB 1952 04-444

## CENTRAL INTELLIGENCE AGENCY

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## INFORMATION REPORT

REPORT

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 10 September 1952

SUBJECT Power Plant at Ervenice

NO. OF PAGES 2 25X1

DATE OF  
INFO.NO. OF ENCLS.  
(LISTED BELOW)PLACE  
ACQUIREDSUPPLEMENT TO  
REPORT NO.

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- 25X1 1. During the year 1951 the equipment of the power plant at the Bela river at Ervenice was expanded by new installations which are marked as "II. etapa" (second stage) in Attachment A. They included enlargements of the transmitter switchboard rooms, the power plant and ~~water pumping station~~ at the cooling turrets. There are five cooling turrets for vacuum, all of them made of concrete. Additional turrets are to be erected in 1952.
2. The plan for enlargement of the power plant was drawn up by Energoprojekt, national corporation, Partyzanska 36a, Prague VII. In the original it was marked as a canalization project. According to the plan drawn up by Energoprojekt, the construction was to be made by Energostav, national corporation, Bubenska 1, Prague VII. Energostav and other building enterprises such as Posista and Armastav which work on militarily important projects have been removed from the organization of nationalized building firms. 1,2

3.

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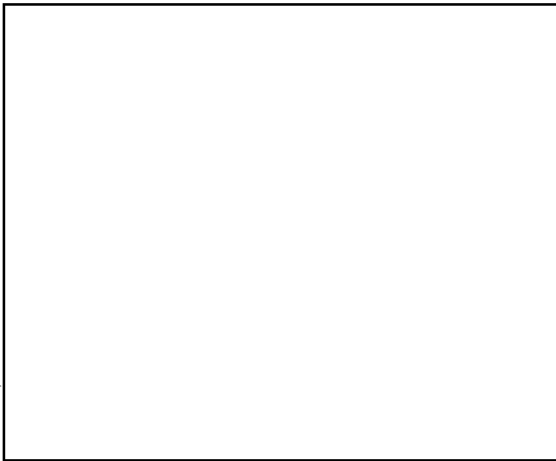
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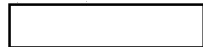
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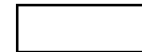
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Comment:

1. The reference appears to be to the Czechoslovak Construction Works, national corporation (CSSZ - Ceskoslovenske stavebni zavody, n.p.).

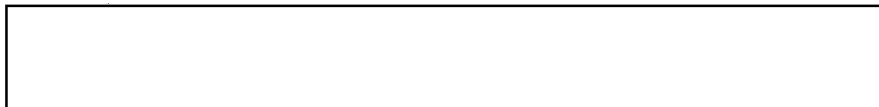
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Comment:

2. Apparently this power plant is an important military project. Energostav, Posista and Armastav are not under the Ministry of Building Industry but under the Ministry that requires construction by them, e.g., Defense.

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CD NO.

COUNTRY **USSR (Murmansk Oblast)**DATE DISTR. **22 Sept. 1952**SUBJECT **Construction of the Murmansk-Pechenga Railroad**NO. OF PAGES **1**

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1. In late May 1952, in the area stretching approximately 25 km northwest of Murmashi, construction work on the roadbed of the Murmansk-Pechenga Railroad was being carried on night and day. No rails had as yet been laid nor were any bridges completed. Three-ton gasoline-driven trucks (Molotov) were used to haul gravel from a nearby pit. There were always 20 to 30 trucks in the pit at any one time, and they were loaded by hand-shoveling.
2. Running parallel to the roadbed was a dirt highway for heavy trucking and a telephone line.
3. There were many newly-constructed wooden houses along the highway, which were used by the road workers. They were made of heavy planking and apparently had no windows. They were one-story high and approximately 10-15m x 7-8m in size.
4. Many new camps were located along the highway. A side road led from the highway to one camp located on the side of a small lake. There was considerable activity in this camp, which contained a sawmill and stacked lumber.
5. There was a large labor force working on the roadbed. All laborers were clothed in the same dull dress,  were slave laborers.

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